
Active Transportation Implementation Plan

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the Active Transportation Implementation Plan be endorsed.

Topic and Purpose

The purpose of this report is to present the Active Transportation Implementation Plan for endorsement.

Report Highlights

1. Since the Active Transportation Plan (AT Plan) was approved by City Council in June 2016, the program has made significant strides in implementation.
2. A plan showing the 5-year and 10-year project list for the infrastructure expansion of the All Ages and Abilities (AAA) cycling network is provided.
3. A plan showing the 5-year project list for the infrastructure expansion of the sidewalk network is provided.
4. An overview of the education and promotion program, and the operational program is provided.
5. An overall implementation strategy is provided.
6. A funding strategy will be presented in a future Administrative report as part of the Transportation Master Plan.

Strategic Goal

This report supports the Strategic Goal of Moving Around through improvements to the length and quality of the walking and cycling network, and the relative modal share of people using transit, walking, and cycling.

Background

At its meeting held on April 25, 2016, City Council approved the Growth Plan, in principle. In order to meet the needs of the Growth Plan, as outlined in Attachment 1, a number of targets were established in the Growth Plan and AT Plan in order to mitigate future traffic congestion and infrastructure needs, including mode share as follows:

- Transit – increase from 4% to 8% of all trips, and from 10% to 25% for peak period to the Downtown and University areas.
- Cycling – increase from 4% to 8% of all trips and from 2% to 4% of commute trips.
- Walking – increase from 8% to 16% of all trips, and from 5.5% to 11% of commute trips.

City Council at its meeting held on June 27, 2016, considered the report Active Transportation Plan, and resolved:

- “1. That City Council recognize and approve, in principle, the long-term benefits of the vision, goals, targets, and key directions of the Active Transportation Plan;
2. That the Active Transportation Plan be implemented in a phased, incremental approach, requiring specific implementation plans in five-year increments; and
3. That the Administration report back with an implementation plan for the period of 2017 to 2021 with specific action items, funding and staffing resources identified.”

Report

Progress to Date

The AT Plan identifies key directions and action items to improve active transportation facilities, policies and standards, support programs, and education and awareness initiatives over the next 30 to 40 years. Since being endorsed by City Council in June 2016, the AT Plan has made significant strides in implementation, specifically:

- Formation and regular meetings of the Active Transportation Advisory Group;
- Review and update of the Bicycle Bylaw underway;
- Review and update of the active transportation-specific design standards underway;
- Development of a Downtown AAA Cycling Network is nearing completion;
- Key infrastructure projects implemented: Victoria Avenue Cycle Track, 33rd Street multi-use pathway; and West-Central Multi-Use corridor;
- Addition of 5.0 kilometres of new sidewalk and 44 new pedestrian accessibility ramps due to \$1.7 Million of Public Transit Infrastructure Fund (PTIF) funding in 2016 and 2017; and
- Functional planning completed for 19th Street and the Downtown AAA Cycling Network.

By the end of 2018, a total of 192 kilometres of cycling specific infrastructure was constructed, surpassing the 2023 target of 188 kilometres of cycling specific infrastructure.

To support the Active Transportation program, a permanent Active Transportation Program Manager was hired in 2017, and in early 2019 a permanent Transportation Engineer dedicated to Active Transportation will be hired.

The AT Plan contains 88 action items: 3 action items are complete, 45 action items are part of the Administration’s daily operations; 32 action items are currently underway; and 8 action items are not yet started. A complete list of the action items and their current progress can be found in each of the attachments.

Cycling Program

The Cycling Program addresses 12 of the 88 recommendations within the AT Plan. Details of the Cycling Program are included in Attachment 2 and includes the following primary components:

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Primary Components	Description
Cycling Network Expansion	<ul style="list-style-type: none"> • Building on the recommended network streets proposed within the AT Plan, as well as alignment with the Major Projects' Asset Preservation Plan, a map has been prepared showing the 5 and 10-year plans for AAA cycling infrastructure expansion. • Over the next two years, the following initiatives will be completed: <ul style="list-style-type: none"> ○ conduct a detailed review of proposed cycling routes, ○ prioritize routes for implementation, ○ prepare designs for construction, and ○ develop cost estimates.
Existing Cycling Network Enhancements	<ul style="list-style-type: none"> • Work is currently ongoing to improve the existing facilities by implementing: <ul style="list-style-type: none"> ○ consistent signing of conflict points, ○ pavement markings, ○ signing of bicycle routes, ○ improving transitions between facility types, and ○ looking for opportunities to introduce signal detection and push buttons.
Cycling Support Strategy	<ul style="list-style-type: none"> • To support the investment in expanding cycling infrastructure, the Administration is working on a cycling support strategy that includes: <ul style="list-style-type: none"> ○ bike parking, ○ bike repair stations, and ○ bike share opportunities.

Sidewalk Program

The Sidewalk Program addresses 5 of the 88 recommendations. Details of the Sidewalk Program are included in Attachment 3 and primarily addresses the Sidewalk Infill and Curb Ramp Programs.

Program	Description
Sidewalk Infill Program	<ul style="list-style-type: none"> • A map has been prepared showing the 5-year plan for sidewalk infrastructure expansion. • Next steps for the Sidewalk Infill Program include: <ul style="list-style-type: none"> ○ conduct a detailed review of the database of missing sidewalks, ○ prioritize the sidewalks for implementation, ○ prepare designs for construction, and ○ develop cost estimates.
Curb Ramp Program	<ul style="list-style-type: none"> • The database of missing pedestrian accessible ramps in the city indicates 3,300 curb ramps require construction. • These ramps are installed at locations alongside Major Projects' Asset Preservation Plan, or in conjunction with crossing improvements such as Pedestrian Actuated Signals, to maximize infrastructure improvements and realize cost savings.

Education and Promotion Program

The Education and Promotion Program addresses 17 of the 88 recommendations within the AT Plan. These recommendations fall into: Wayfinding, Educational, and Promotional Strategies. Components of each strategy are currently underway and an overview is provided in Attachment 4.

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Operational Program

The Operational Program addresses 54 of 88 recommendations in the AT Plan. This program consists of Bylaws, Policies, Standards, and Guidelines that govern everyday Administrative operations. Additionally, many of the recommendations are considered standard operations and may be implemented through other programs or portfolios of work currently underway. While they may not be directly addressed by the AT Implementation Plan, they are an important part of the City's daily operations. An overview of the recommendations that make up the Operations are included in Attachment 5.

Overall Implementation Strategy

Key Components	Description
Integration with Standard Practices	<ul style="list-style-type: none"> Administration has incorporated active transportation as a standard consideration in all transportation related projects. Two base questions being asked during project development and construction are: <ol style="list-style-type: none"> How are pedestrians being accommodated? How are cyclists being accommodated? Successful examples of active transportation facilities being included are construction of McOrmond Drive through Aspen Ridge and the Imagine Idylwyld planning project.
Leverage other Projects	<ul style="list-style-type: none"> Cost savings can be achieved for active transportation facilities when efficiencies are realized through bundling various civic works into one construction project. An example is the Victoria Avenue Raised Cycle Track, completed as part of the water main and lead service line replacement projects along Victoria Avenue.
Shelf-Ready Projects	<ul style="list-style-type: none"> Historically arterial road expansion projects such as Claypool Drive future extension west, or 8th Street future extension east, have functional plans completed well in advance of construction, and can proceed to the detailed design and construction phases without delay. As many active transportation projects will be retrofit onto existing streets, there is a longer lead time required to reach the construction phase. Completing more conceptual and functional plans, including public engagement, will provide community and City Council endorsement, as well as a refinement of cost estimates earlier, all vital to reaching the construction phase earlier.
Leverage all Funding Opportunities	<ul style="list-style-type: none"> Active transportation projects are prime targets for Provincial and Federal funding due to their reduction in greenhouse gas emissions, and support of mode split away from the single-passenger vehicle. Examples include receiving funding from Rail Safety Improvement Program funding for the West-Central Multi-Use Pathway project, and from the Public Transit Infrastructure Fund for sidewalks and accessible ramps. Achieving a healthy backlog of shelf-ready active transportation projects will enable the submission of timely and appropriately detailed applications in response to various funding opportunities.
Measure and Report Progress	<ul style="list-style-type: none"> As part of the Transportation Master Plan, the Administration plans on annually reporting on the progress of the plan.

Options to the Recommendation

City Council may choose not to endorse the implementation plan as presented. In this case, the Administration would require direction from City Council on how to proceed.

Public and/or Stakeholder Involvement

Residents and key stakeholder groups were consulted throughout the development of the AT Plan to ensure broad and balanced input was collected and integrated. Additionally, the Active Transportation Advisory Group was formed in 2017 to provide guidance on active transportation.

Communication Plan

The Active Transportation Implementation Plan will be shared with residents by posting the information on the City website. The plan will also be shared with the Active Transportation Advisory Group and the member organizations will be asked to share with their membership.

Policy Implications

Implementation of the AT Plan impacts existing City policies and bylaws. Changes to existing policies and bylaws, or the introduction of new policies and bylaws, will be brought forward to the Standing Policy Committee on Transportation and City Council through separate reports as required.

Financial Implications

The implementation of the AT Plan will have financial implications. A preliminary estimate is provided in Attachment 6. As part of the Transportation Master Plan, an Administrative report will be provided in the second half of 2019 that provides a 5 to 10-year financial plan that includes all types of transportation projects. The report will provide a list of prioritized projects, with current funding levels, funding gaps, and potential funding all identified. This report will provide the opportunity to compare active transportation projects with other transportation-related projects such as Intelligent Transportation Systems, Neighbourhood Traffic Review permanent implementation, high-speed roadside safety, intersection improvements, etc. in a more objective manner.

Other Considerations/Implications

There are no environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A funding strategy supporting the Transportation Master Plan is planned for the second half of 2019.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Need for the Growth Plan
2. Cycling Program
3. Sidewalk Program
4. Education and Promotion Program
5. Operational Program
6. Active Transportation 2020-2030 Financial Requirements

Report Approval

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